

**Amendments to the Specification:**

Please replace the paragraph beginning at page 5, line 9, with the following paragraph:

- - As shown in Fig. 4, the ridges 30 may reside completely within the circumferential plane defined by the tread surface 12. Ridges 30 may reside within grooves 35 in the tire's tread portion 12 or form part of a tread element 36. In the example shown, ridges 30 may be formed in a central groove 35A of tire 10 to apply a force along the center line of tire 10. It will be appreciated that ridges 30 may be formed in other grooves 35 or be part of the tread element 36 as mentioned above. Since ridges 30 may be formed as part of tread 12 without reducing the thickness of tire 10, ridges 30 may be desirable in terms of tire strength. Like indents 20, ridges 30 are adapted to have an increased wind resistance at a lowermost portion 24 of the tire 10 relative to the wind direction W and reduced resistance at the uppermost portion 25 to impart rotation R to the tire 10 in the direction of the ~~plane's~~ plane's path P. In these examples, the leading wall provides the increased resistance. This rotation R reduces the speed differential between the tire 10 and landing surface S because, as best shown in Figs. 4 and 5, the rotating tire 10 has a velocity (R) in the same direction as the landing surface velocity V.- -